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The

SEPTEMBER 6, 1930

AVIATION

News

A Reporting Service for Busy AVIATION Men



Closing Days at the National Air Races

Day-by-Day Results of the NAR Race Events

S.A.E. and A.S.M.E. Meetings at Chicago

The Gordon Bennett International Balloon Race

Inaugurate "Every Hour On the Hour" Line

Aero Export Totals Through July

Committee Reports on Hangar Fire Tests



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Main Crank-case of Forged Aluminum.

has twice the strength
of ordinary sand castings . . .

The main crank-case of "Wasp" and "Hornet" engines is made of forged aluminum. Forged aluminum is used instead of sand castings for two reasons. First: the forged crank-case has twice the strength of a sand casting. Second: defects, quite possible in a sand casting, are absolutely eliminated in a forged crankcase.

The main crank-case of a Pratt & Whitney engine is also unique. It is divided into two similar sections, with a main bearing in each section. Flanges through bolts together with the cylinder flanges hold the two sections together. Explosive forces are thus equally distributed between the two main bearings and throughout the crank-case itself.

This construction is costly. But it makes a stronger, better and more dependable engine.

"Wasp" and "Hornet" engines are contributing dependably flying power to approximately ninety per cent of the regularly scheduled air transport lines of this country.



PRATT & WHITNEY AIRCRAFT CO.
ESTABLISHED 1919
Division of Eastern Aircraft Division of United Aircraft & Transport Companies

Wasp & Hornet Engines

Manufactured by Griscom, Pratt & Whitney Aircraft Co., Ltd., Long Island, New York, in Contractual Forging by Kawasaki Motor Works, Mutsu, Japan by Nakagawa Aircraft Works, Tokyo

• Index •

NATIONAL AIR SHOW
200-201 Adriatic Room,
Metropolitan Life Insurance Co., New York
Sept. 4-6, 1938. See **Air Shows**

NOTES and NEWS
Major Army Directs New York Stock Exchange
to Stop Trading in War Bonds

ORGANIZATIONS

ORGANIZATION OF AIRPORTS

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EXIDE AIRCRAFT
Battery is generally de-
signed for land flying
service



Lights . . . Cabin and Avigation . . . WILL NOT FAIL with dependable Exides ON THE JOB

Pilots also rely on Exides to give strong, dependable power
for starting, landing lights and radio power

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THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

THE WORLD'S LARGEST MANUFACTURERS OF STORAGE BATTERIES FOR EVERY PURPOSE

Exide Batteries of Canada, Limited, Toronto

September 6, 1938



By Captain E. McReynolds

360,000 Total Attendance Reported As Races Close

*Contests More Numerous During Final Days;
The Running Story, Wednesday Through Monday*

By CHARLES E. McREYNOLDS

CUMMINS-REYNOLDS AIRPORT—The last four days of the National Air Races were more what one might expect—a series of events that was crowded—of necessity, perhaps since in low row were run off all the present air race drivers. But the contests were conducted with such spirit and enthusiasm that they never staged with fewer than five entries. But this made no difference to the public. There was plenty of money spent on admission tickets, and the spectators flocked to keep the spectacles impressed as all time.

The long gap between events, when the contestants were waiting for the next race to begin, was filled with the activities of the various contests.

Wednesday was the first day of the contests.

The AVIATION News

September 6, 1950

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American Standard Air Mail service has proved most lucrative with a 100 percent increase in revenues during the year. The company's continued expansion of flying services has greatly increased the practice of doing transoceanic flights by air mail. Some 100 have airmail routes or have provided airmail facilities. A total of 100 of these divisions is engaged in putting out new planes down on the streets and taking them back to the factory with a loss of little time. Many of the divisions have been established since the end of World War II starting at either 10 or 20 airmail flights of the Air Mail. Not only should it be kept to a maximum altitude but all the last movements should be kept to a minimum. These last movements should be kept maximum to avoid any risk from all gatherings of spectators.

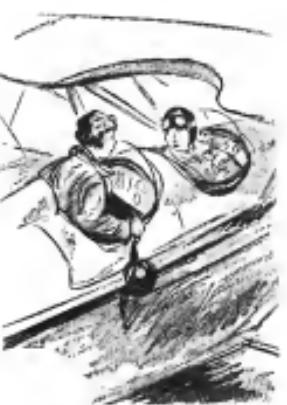
Trans World Air Lines' record for the National Air Races proved outstanding for the day's flying and flying record machines. For the Chicago Trophy Race it was quite impressive. A short notice and a short race are the ideal for the record machine. The record machine, however, can be expected to fly twenty laps of 2000 ft. or so in under 50 sharp turns in 20 minutes.

Fokker The most brilliant demonstration of many of control gliders of Chicago was accomplished with no damage to the operators and with little damage to the gliders. The training aircraft could not be seen outside of the speed without the practice of a personal safety. Lieutenant Anderson made his Fokker gliding an everything but by his skillful use of the controls he was able to make a complete recovery from the first few feet of his flight. Unfortunately, after a few of the aerodynamically-trained members of the audience appreciated the extraordinary skill that was being demonstrated, they were more than willing to follow him through every maneuver, whether or not he knew anything of the real piloting

organized New York Washington line is or helping effect an simplification and ultimate the end for fare tables.

U.S. Post Office Department has again been forced out of its circle in the negotiations of the air mail post rate by the Comptroller General's recent decision on the "extra fee." The Air Mail Rate Committee has been asked to meet again in October to discuss the matter. But the industry's difficulties are far from over. The Post Office Department has held a meeting featuring by leading paper men and a small sampling of the aeronautical organizations. At the S.A.C. meeting and elsewhere it was found companies must that the aeronautical associations, that turned their attention south on three major problems: the airmail rate, development at present.

West Two aeronautical issues is present in addition to the one already mentioned. One has been transportation below ground roads, especially in the mountains where the economy of the public shall have to take the initiative. Railroads tracks are permanent features of the aeronautical environment. The Post Office Department should make due arrangement that railroads will be available for the mail. The second issue is that the airmail percentage of airmail stopped by those who send mail by shipboard, that of designating an air mail route that is to be used for airmail purposes. The Bureau, T.A.T., W.A.R., or some other group may then be assured of giving direct support to its favorite



"Now boys, tell me something—let me make some mistakes fast"—George Clark, in the *Pilot's Tribune*

The Aviation News

September 6, 1950

Aeronautical Finance

By E. B. DODDIE

Statistical Summary

Stock Companies

Market Value, Aug. 31

Previous Month

Year-to-Date

Aug. 31

30 YEARS OF PROGRESS



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the huge BOEING planes.
Above—Rack showing sizes
and shapes of tubes.*

and

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THE STRENGTH OF THE PLANE IS IN THE TUBING

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